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February/March 2010
Volume 1, Issue 1

On the Approach



Administrator's Message



Christopher Willenborg
MassDOT - Aeronautics
Division Administrator

On behalf of the staff of the Massachusetts Department of Transportation (MassDOT) Aeronautics Division, please join us in celebrating the first edition of our newsletter, "On the Approach". We hope you will enjoy and be enlightened by the happenings of your MassDOT Aeronautics Division. If you would like to include an article in future editions or add information to the events calendar, please e-mail katie.servis@state.ma.us or call Katie at 617-412-3690. The deadline for articles for our next newsletter is Monday April 5, 2010.

In October 2009, at the Massachusetts Airport Management Association's Annual Conference in Pittsfield, we celebrated the 70-year anniversary of the Massachusetts Aeronautics Commission (MAC). We sincerely thank the former MAC Commissioners and staff members who served the Commonwealth's aviation community with professionalism and enthusiasm during that point in time. However, on November 1, 2009, the Commonwealth embarked on a new chapter in our aviation history with the creation of the MassDOT Aero-

nautics Division. Under the State Transportation Reform legislation, a new unified Massachusetts Department of Transportation was launched and includes four divisions: Highway, Transit, Registry of Motor Vehicles, and Aeronautics.

MassDOT is lead by a five member Board which includes: Chairman John Jenkins, Director Ferdinand Alvaro, Director Elizabeth Levin, Director Janice Loux, Director Andrew Whittle and the MassDOT Secretary & Chief Executive Officer, Jeffrey Mullan.

During our period of transition from MAC to this newly unified Department of Transportation, we greatly appreciate the support, collaboration, and patience of our aviation community.

Over the past four months, the Aeronautics Division staff has been working diligently on a number of projects and programs. As you know, we are in the middle of the Statewide Airport System Plan Project for the 37 Public-Use General Aviation Airports (MSASP). The airports and their tenants have played an integral part in completing various surveys and providing feedback as we ad-

dress the current and future needs of our statewide airport system. In fact, we received over 1,600 pilot surveys for the project. Recently, we selected the MSASP Role Naming Convention: Commercial Service/Scheduled Charter, Corporate/Business, Community/Business, and Essential/Business. As we move forward with the next task, the Project Management Team will be working on the Facility and Service Objectives of the MSASP. We look forward to your continued input and support of this important project. Please see the project website for more information (www.eot.state.ma.us/airportplan/)

Two weeks ago, we kicked off the Localizer Approach with Vertical Guidance (LPV) Project at three of our airports: Taunton Municipal Airport, Martha's Vineyard Airport, and Mansfield Municipal Airport. This FAA pilot program will utilize GPS technology to develop new instrument approaches at these airports.

We are in the process of finalizing our five year capital improvement program with the FAA New England Region. Once this is completed, we will

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The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.

Administrator's Message (Continued)

reach out to the airport sponsors and provide you with the updated airport capital improvement program for your respective airports. We greatly appreciate the continued support of the FAA New England Region in ensuring the safety and infrastructure of our airports.

Looking ahead, we will be joining the Massachusetts Airport Management Association (MAMA) at their next quarterly meeting at Mansfield Municipal Airport on Thursday April 22, 2010. MassDOT Secretary & Chief Executive Officer, Jeffrey Mullan, is scheduled to attend and provide an update on MassDOT and the Aeronautics Division. Please visit www.mass.gov/massdot to find out more about upcoming events across the Commonwealth.

As we move forward with future "On the Approach" newsletters, I will be sharing with you an interesting fact about aviation in the Commonwealth. This month's fact is related to the number of based aircraft in the New England Region. According to the FAA, 35 percent of the approximately 7,000 based aircraft in New England are located in Massachusetts. And of the approximately 2,500 based aircraft in Massachusetts, 15 percent of those aircraft are based at Hanscom Field. Speaking of based aircraft, on a quick note, your list of based aircraft is due this month.

Be safe and remember snow plowing season will be over soon!

Just Plane Folks... Featuring Brian Barnes



The Barnes Family from left to right: Grace (11), Brian's wife, Julie, Brian, and Nathan (14).

Not pictured: son Andrew (25) and daughter Meghan (18).

So, you think you know Brian Barnes, one of our newest airport managers in the Commonwealth???? Think again! Read on to find out more about our Airport Manager of

Westfield-Barnes Municipal Airport.

Brian Barnes, and no he did not change his last name to match his new position, was born in Springfield Massachusetts, raised in Montgomery Massachusetts, and attended Gateway High School in the Berkshires (Huntington, MA).

At the ever so young, but very impressionable age of two, Brian fell in love with aviation. Brian began spending some serious time with his uncle who flew F-100's at the Massachusetts Air National

Guard Unit (104th Fighter Wing) located at Westfield-Barnes. Brian said that his uncle would take him to the jets on drill weekends; and that was all it took, he wanted to fly those jets!

That love for aviation did not falter over the years and while in high school and even before he obtained his driver's license, the first set of keys Brian held were not those of a 1966 Fastback Mustang, although I am sure that would have been nice, but they were the keys to a Piper Cherokee 140 aircraft. Yes, at the age of 16, Brian earned his private pilots license at LaFleur Airport (Northampton), much to his mother's dismay.

After high school, Brian attended Indiana State University (along with a guy named Larry Bird) in Terre Haute Indiana. Upon his return to New England, with an Associates Degree in Aerospace Technology, Brian applied for a pilot position with the 104th

Fighter Wing and although an associate's degree was the minimum educational requirement needed to apply for such a position, Brian was initially selected as the alternate and told to go back to school. However, the primary applicant failed his eye exam and before Brian knew it, he was off to pilot training at 21 years of age.

Brian's Air Force training consisted of:

- Undergraduate Pilot Training (UPT) at Vance Air Force Base (Enid, Oklahoma) from 1981-1982;
- Lead Fighter Training at Holloman Air Force Base (Tularosa, New Mexico);
- A-10 Replacement Training Unit (RTU) at Barksdale Air Force Base (Shreveport, Louisiana);
- United States Air Force Fighter Weapons School, Nellis Air Force Base (North Las Vegas, Nevada); and
- Air War College – Correspondence.

Just Plane Folks (Continued)

Upon completion of his training, Brian returned in 1983 to the 104th Fighter Wing at Westfield-Barnes and flew part time. Then, in 1989 he started his full time Active Duty Guard and Reserve career at the 175th Fighter Wing in Baltimore Maryland, where he flew A-10's until 1997. He also worked at the Pentagon as a Close Air Support Programmer from 1992 until 1995 and continued to fly part-time with the 175th Fighter Wing.

By 1997 Brian moved to Upstate New York and was the commander of the A-10 Forward Operating Location (FOL) at Wheeler-Sack Army Airfield (Fort Drum, New York) and the Air to Ground Gunnery Range. In 1999 he returned to New England to the Connecticut Air National Guard where he flew combat missions and held positions as the Operations Support Flight Commander, Operations Group Commander, and retired as the Wing Commander in 2009 after serving 28 years in the military.

Besides Brian's A-10 and military experience, he also flew cancelled checks (and dead bodies too!) for Corporate Air out of Hartford-Brainard Airport; flew for United Technologies; and for Hawaiian Airlines. He has also flown as pilot in command in a number of different civilian aircraft including several Piper aircraft (140, Warrior, Arrow, Lance, Navajo, Archer, Aztec, and Seneca); Bombardier Learjet 35; Beech King Air 200, DC-8, and Cessna 152 and 172. He also holds type ratings in a Sabreliner and Lear 35 and an Engineer rating in a DC-8. Over the years, Brian has accumulated over 6,000 flight hours.

When asked how Brian became the Airport Manager for Westfield-Barnes Municipal Airport, he said he wished he had an inspiring "underdog overcame insurmountable life struggles" story, but it truly happened when he was coaching his son's hockey team and one of the coaches told him that the airport manager's position was open. Brian said that he simply was in the right place at the right time.

Brian immediately called our very own Chris Willenborg (former Airport Manager for Westfield-Barnes Municipal Airport) and the Mayor of Westfield, whom Brian had flown combat missions with, and got all the information regarding the position and applied for the job. However, very similar to his pilot training story, at first they said, no thanks; but one month later, they called him in for an interview and hired him. Brian guessed that his interviewees figured he couldn't mess up Chris's 9 years of work too badly.

The first day he stepped into the office he thought to himself, "hmmmm...now you've gone and done it kid...I wonder what an airport manager does"? However, Brian said that fortunately Chris Willenborg had everything in order for him before he left, and that the staff at the airport really supported him. Brian said that the airport crew is really special. They took him under their wing and got him up to speed. Brian also credits the staff at Gale Associates whom have been very gracious and have gone the extra mile to help him hone his aviation management skills.

Looking back, Brian feels that his 34 years of experience in the

aviation industry (both military and civilian) have truly prepared him for this position. He does not consider himself better than the next guy, just fortunate enough to respond to an opening that his credentials fit. Brian is a firm believer that if you have a competent team than the big things take care of themselves. If everyone knows their job, are encouraged to think outside the box, and are given the freedom to make decisions to act in the best interest of the airport, then we all win. Brian stressed that he is blessed to have wonderful people that support the airport and its continued operation. They are professional and dependable. As a manager, Brian could not ask for a better place to work or for a better team. His moral is, "if you work hard and prepare yourself and are willing to take chances and try new things, then luck will find you sometimes".

When asked about his hobbies, this is what he had to say:

- Anything family oriented. Brian believes in a strong family unit and loves doing anything with his wife and their kids (music, movies, sports, board games, and church activities). He loves spending time with:
 - His wife, Julie, a Community Event Coordinator for the Springfield Rescue Mission, Christian Non-Profit Organization that helps men overcome addictions;
 - His sons: Andrew (25) who lives in Hawaii and Nathan (14) a high school freshman; and
 - His daughters: Meghan (18) who attends East Carolina University and Grace (11) who is in middle school.
- Brian especially loves spending time in Maine with Julie. Brian said, "...it is their favorite place and God willing where they intend to retire".
- Brian is also a worship leader and keyboard player in the church band. He plays the guitar, synthesizer, Hammond organ, piano and saxophone.
- Brian is also a small group leader for his daughter Grace's youth group.
- Brian has recently set up a computer recording studio in his cellar where he enjoys creating music of all kinds (Classical, Jazz, Rap, Funk, Pop, whatever). He said that new stuff is cool too!
- Brian also loves to golf, swim laps, and bike.

So, now you know a bit more about Brian Barnes! As you can see, he has had a pretty impressive career, he is quite a character, and for those who know him, he is a super nice guy to boot!!!!

Brian also attended the University of Massachusetts, Westfield State College and Embry Riddle Aeronautical University (school of distant learning, i.e. on-line courses while he was working for a living) where he earned over 130 college credits, but no degree! That is a lot of credits but in Brian's words, "I refuse to pay someone to put it all together for me on a pretty piece of paper". However, Brian does have an official type parchment for an Associates Degree from Indiana State in Aerospace Technology. He said that paper and a dime will buy you a cup of coffee!!

Massachusetts Historical Commission Notification Requirements

By: Katie R. Servis (MassDOT Aeronautics Division) & Ed Bell (Massachusetts Historical Commission)

Over the past year the Massachusetts Department of Transportation (MassDOT) Aeronautics Division has been meeting with various state agencies (natural resource and energy regulatory agencies) responsible for reviewing airport related projects. The purpose of these meetings has been to:

- Discuss policies;
- Review procedures and processes;
- Identify upcoming airport development projects and other activities that may require agency review; and
- Strengthen relationships with the environmental agencies through early coordination highlighting the need for a safe and efficient system of airports balanced against environmental impacts.

A recent visit with the Massachusetts Historical Commission (MHC) - the state's regulatory agency in charge of protecting and preserving the historic and archaeological resources of the Commonwealth under state law, and the office of the State Historic Preservation Officer with a central role in the federal historic preservation process - identified a need to reiterate to our airports and their consultants the separate but related federal vs. state notification requirements for the protection of historic properties. MHC indicated that oftentimes they receive notification for projects that have no potential effect on historic properties, they do not receive sufficient information in initial notification packages, or that initial notification is not properly made in cooperation with the Federal Aviation Administration (FAA) for projects proposed for funding or approval by FAA.

The following is a summary of procedures for initial project notification for airport-related projects conducted on behalf of the FAA and MassDOT Aeronautics Division.

When is federal and/or state historic preservation review required?

Most of our aviation projects require both federal and state review because the projects require either approval or funding from the FAA and MassDOT Aeronautics

Division, and sometimes other federal or state permits (e.g., MassDEP and US Army Corps of Engineers for wetlands permits).

Federal and/or state historic preservation review is required when a project, activity, or program (an undertaking) is funded in whole or in part or is under the direct or indirect jurisdiction of a federal and/or state agency. An undertaking is an activity that:

- The federal or state agency carries out directly;
- Is carried out on behalf of a federal or state agency;
- Is carried out with federal or state funding assistance; or
- Requires a federal or state permit, license, or approval.

FAA undertakings typically include:

- An airport development project funded under the Airport Improvement Program (AIP) or Passenger Facility Charge Program (PFC); or
- An action subject to FAA approval to be depicted on a revised airport layout plan.

The most common federal and state laws and their implementing regulations and/or guidance documents for considering historic and archaeological resources in environmental review are:

Federal Regulation

- References can be found electronically at: www.achp.gov/
- Section 106 of the National Historic Preservation Act as amended (16 USC 470f)
- 36 CFR Part 800, *Protection of Historic Properties*

Federal Guidance

- References can be found electronically at: www.faa.gov/airports/environmental
- Federal Aviation Administration Order 5050.4B - *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects* (Please note that compliance with NEPA is a separate process that does not involve review through the Massachusetts Historical Commission. You should contact the FAA for guidance about pre-

paring any required NEPA documentation).

- Federal Aviation Administration Office of Airports, *Environmental Desk Reference for Airport Actions*

State Regulation

- References can be found electronically at: www.mass.gov/legis/laws/mgl/; www.sec.state.ma.us/mhc/mhcidx.htm; and www.env.state.ma.us/mepa/
- Massachusetts General Laws Chapter 9, Sections 26-27C
- 950 CMR Part 71, *Protection of Properties Included in the State Register of Historic Places*
- 301 CMR Part 11, *Massachusetts Environmental Policy Act (MEPA)*

What is the review process for projects requiring both federal and state funding or permits?

The first step is to initiate the federal and state review processes by submitting complete project information to the MHC on behalf of the FAA and MassDOT Aeronautics Division. Be sure to provide both the FAA and MassDOT Aeronautics Division with a copy of your MHC submittal.

Your project submittal should include a completed Project Notification Form (www.sec.state.ma.us/mhc/mhcnf.pdf); a USGS locus map with the boundaries of the project area clearly indicated; scaled project plans showing existing and proposed conditions; and current photographs of the project area keyed to the plans.

To prepare the notification, you should first visit the MHC to conduct research to identify known historic and archaeological properties included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth. Do not use any internet sources, and do not merely consult the National or State Registers of Historic Places, which do not include the full range of inventoried historic and archaeological properties only on file at MHC (under the federal process, it is not necessary that there be a previously identified historic property

Massachusetts Historical Commission Notification Requirements (Continued)

present in the project area, but seeking information about known historic and archaeological resources is required (36 CFR 800.4)).

MHC will comment within thirty days of receipt, and may ask for additional information. The FAA will consult with the MHC and FAA will proceed with the subsequent steps in the federal regulations (36 CFR 800), as may be necessary for the project.

MHC's state regulations provide an important streamlining mechanism when projects require both state and federal review. For projects with both state and federal funding or permits, the federal review ordinarily satisfies the state review requirement (950 CMR 71.04(2) & (3) and 301 CMR 11.03(1)). Projects reviewed only under the state regulations, however, do not satisfy the federal review process. If you submitted information to MHC for only a state review, and it is later determined that federal agency funding, permitting, or approval is required, then the involved federal agencies still have to comply with the federal review process under 36 CFR 800, to consult the MHC and other participants.

What is the review process for projects only requiring state funding or permits?

If the project only requires state agency funding, permits, or approval, the initial step is to initiate the state review process by submitting complete project information to the MHC through a Project Notification Form (www.sec.state.ma.us/mhc/mhcpdf/pnf.pdf) and/or an Environmental Notification Form (www.env.state.ma.us/mepa/downloads.aspx) under MEPA regulations (301 CMR 11). Again, to prepare these submittals, please conduct research at the MHC.

Please include a USGS locus map with the actual boundaries of the project area clearly indicated, scaled project plans showing existing and proposed conditions, and current photographs of the project area keyed to the plans. Be sure to provide MassDOT Aeronautics Division with a copy of your MHC submittal.

Within thirty days of receipt of a complete Project Notification Form and/or an Environmental Notification Form, the MHC will determine if the project will have an "adverse effect" on historic properties, and/or the MHC may ask for additional information. The potential to cause effect on historic properties is defined below.

According to the state regulations (950 CMR 71.05), the potential to cause adverse effects to historic properties includes but are not limited to:

- The destruction or alteration of all or part of a State Register property;
- The isolation or alteration of a State Register property from its surrounding environment;
- The introduction of visual, audible, or atmospheric elements that are out of character with or alter the setting of the State Register property;
- The neglect of a State Register property resulting in deterioration or destruction; or
- The transfer or sale of a State Register property without adequate conditions or restrictions regarding preservation, maintenance, or use.

These criteria of adverse effect also apply to projects that affect properties included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth (950 CMR 71.04(5) & 71.07(2)(c)).

When is MHC review not required?

There are some federal and state funded projects that do not have the potential to cause effect on historic properties, and no notification to the MHC is required. These projects include:

- **Maintenance and repair projects for buildings, for paved airport surfaces, and for airport directional and safety signs and lighting** - ordinary maintenance and repair projects in terminal buildings, hangars, and other airport structures; repainting, crack repair, and repaving of existing runway, taxiway and apron pavement; maintenance and in-kind replacement of airport directional

and safety signs and lighting, including windsocks; does not require review.

- **Equipment or vehicle purchases** - the purchase of equipment or vehicles (including snow removal, lawn mowers, operations vehicles, etc.) does not require review.
- **Environmental studies for project planning** - seeking funding to prepare environmental studies does not require review.
- **Federal agency decision that a project has "no potential to cause effects" to historic properties** - a federal agency may determine that a particular project does not have potential to cause effects to historic properties (36 CFR 800.3(a)(1)) and documents that no further review of the project is required.
- **State agency decision that a project "does not have an area of potential impact due to the nature of the project"**. Nevertheless, the MHC must be notified if the nature and scope of a project is likely to impact a geographical area and cause a change in the historical, architectural, archaeological, or cultural qualities of a property, even if the project does not appear to affect any historic properties (950 CMR 71.04(1)).

A letter to FAA, or to MassDOT Aeronautics Division for only state review projects, stating the nature of the project with facts indicating why the project, activity, or program (as in the examples above) will not have the potential to cause effect on historic properties, and has no geographic area of potential impact, will assist to document these determinations when no MHC notification is required.

Most of our aviation projects require both federal and state review because the projects require either approval or funding from the FAA and MassDOT Aeronautics Division, and sometimes other federal or state permits.

Real World Design Challenge 2010

By: Katie R. Servis (MassDOT Aeronautics Division) & Steve Rawding (MassDOT Aeronautics Division)

Newburyport High School is the 2010 RWDC winner (also our 2009 winners). Congratulations to Newburyport High School and their highly skilled and motivated team!

The U.S. Department of Energy's Real World Design Challenge (RWDC) is an annual competition that provides high school students, grades 9 – 12, with the opportunity to work on real world challenges that face one of the Nation's leading industries. The challenge is aimed at enhancing science, technology, engineering and mathematics education in high schools.

This year, 26 states competed in the RWDC. Numerous student teams were organized from each state hosting the competition and were asked to develop solutions that focused on better fuel efficiency in aviation. This year,

the challenge, entitled, "The 2010 Governor's Cup State Challenge" required each team to design a business jet tail that would allow for better fuel efficiency at a specified

cruise condition.

In Massachusetts, 15 schools and 18 student teams competed in the challenge. They include:

- Arlington High School
Arlington, MA (2 teams)

- Amherst Regional High School
Amherst, MA
- Tahanto Regional High School
Boylston, MA
- Duxbury High School
Duxbury, MA
- Math Science and Tech High School
Lawrence, MA
- Mashpee High School
Mashpee, MA
- Medford High School
Medford, MA (2 teams)
- Newburyport High School
Newburyport, MA (2 teams)
- Northboro Robotics
Northboro, MA
- Taconic High School
Pittsfield, MA
- Reading High School
Reading, MA
- Sutton High School
Sutton, MA
- IACS - Tyngsboro
Tyngsboro, MA
- Woburn Memorial High School
Woburn, MA
- Westford Academy
Westford, MA

Each team developed design solutions using engineering design software and web-based tools with the help of scientists and engineers from federal agencies, the aviation industry, and colleges and universities. These solutions were submitted for judging on January 19, 2010. The judging focused on design notebook quality, technical merit, innovation, teamwork and collaboration, and effective networking with mentors. During the following week, team winners from each state were selected.

Of the 18 student teams that

participated from the Commonwealth, one of the teams from Newburyport High School became the 2010 RWDC winner (Newburyport High School also won the 2009 RWDC and came in second nationally)! This very talented and motivated team from Newburyport High School includes Connor Gravelle, Molly Picillo, Danielle (Belle) Douglass, Dan Colby and Ryan Campbell. Both Molly Picillo and Danielle (Belle) Douglass are returning team members from the 2009 RWDC. Congratulations to all schools and teams that participated in the challenge!

The winners of the 2010 RWDC received an all-expense paid trip to Washington DC in March to compete with 25 other states for the National Title. Great job!!!!!!

The Commonwealth will be honoring these students, their team leaders, and the scientists and engineers that assisted the group on March 19, 2010 at 11:00 a.m. at Plum Island Airport. See www.mass.gov/massdot/aeronautics for the event listing.

A special and heartfelt thanks is also deserving for MassDOT Aeronautics Division's very own Steve Rawding, who was instrumental in organizing this very successful event on behalf of the Commonwealth's Aviation Division. Way to go Steve!



2010 RWDC winning team from Newburyport High School. left to right: Connor Gravelle, Molly Picillo*, Sarah Leadbeater (Team Leader), Danielle (Belle) Douglass*, Dan Colby and Ryan Campbell

* 2009 RWDC team member returning for the 2010 challenge

The Registry of Motor Vehicles, Your Aircraft Registration Headquarters



All aircraft registration renewal applications are due to the RMV by December 31.

In January 2009, the Massachusetts Registry of Motor Vehicles (RMV) assumed the task of registering aircraft in an effort to integrate the services of various transportation departments within the Commonwealth. Currently, pilots and aircraft owners submit their aircraft registration form and fee to: The Massachusetts Department of Transportation (MassDOT) RMV Division, Attn: Aircraft Registration, 611 Main Street, Worcester, MA 01603. The form is available at www.mass.gov/massdot/rmv or www.mass.gov/rmv/forms/21833.pdf

However, in an effort to provide more efficient and high quality customer service, electronic aircraft registration payments will soon be available online. Therefore, with a click of the mouse, pilots and aircraft owners will be able to pay their registration fees. MassDOT Aeronautics Division and MassDOT RMV Division (www.mass.gov/massdot/rmv) will keep you posted on the availability of this online registration capability.

Who needs to register their aircraft?

All airworthy aircraft based in Massachusetts or temporarily located in Massachusetts for sixty (60) or more cumulative days during a year must be registered with the RMV by completing and submitting a registration form and paying the applicable annual registration fee to the RMV.

This requirement does not apply to: aircraft owned by, and used exclusively in the service of any government, including the government of the United States or of any state thereof, or political subdivision thereof, which is not engaged in carrying persons or property for hire; aircraft registered under the laws of a foreign country; aircraft based in another state and located in Massachusetts less than sixty (60) cumulative days/year; or aircraft engaged principally in federally certificated scheduled airline operation.

The owner of an unairworthy aircraft shall notify the airport manager where the aircraft is based stating the date the aircraft became unair-

worthy, the reason for the unairworthy condition, and expected date of reinstatement to an airworthy condition. The owner shall notify the airport manager and the RMV when the

What are the registration fees?

The table below identifies the registration fee based on the aircraft's maximum certified takeoff weight.

When do you need to renew your aircraft registration?

All aircraft registration renewal applications are due to the RMV by December 31. Failure to register an aircraft as specified is a violation of 702 CMR 3.03 and may result in a late fee, as follows, in addition to the standard registration fee.

- Failure to register by:
 - 02/28 = additional \$25;
 - 03/31 = additional \$50;
 - 04/30 = additional \$75.

Include any late fee payment with the aircraft registration payment.

Schedule of Fees

Maximum Certified Takeoff Weight (pounds)	Registration Fee	
	Aircraft Acquired on or before June 30	Aircraft Acquired on or after July 1
0 - 2,000	\$100.00	\$50.00
2,001 - 3,500	\$165.00	\$82.50
3,501 - 12,500	\$230.00	\$115.00
Over 12,500	\$300.00	\$150.00

worthy, the reason for the unairworthy condition, and expected date of reinstatement to an airworthy condition. The owner shall notify the airport manager and the RMV when the



Upcoming Events

March

- **March 9:** "Let's Not Meet on the Runway by Accident!" - FAA Wings Program (Bullock Aviation Services Hangar, Airport Blvd., Fitchburg Airport - 6pm BBQ - donation requested - speaker starts at 7pm)
 - Discussion - human factors in surface operations and preventing accidents and runway incursions at non-towered and towered airports.
- **March 19:** Real World Design Challenge (RWDC) Awards Ceremony (Plum Island Airport - 11 am)
 - The U.S. Department of Energy's RWDC is an annual competition that provides high school students with the opportunity to work on real world challenges that face one of the Nation's leading industries. Newburyport High School won the 2010 challenge.

April

- **April 17:** Wheels to Wings (Northampton Airport - two flight sessions: 9am and 1pm)
 - This is a program designed to enable those who do not have use of their legs to experience the thrill of flying.
- **April 17:** Centennial Anniversary Gathering (Plum Island Airport time TBD)
 - Commemorative fly-over of the site of the 1910 Burgess aerodrome on Plum Island and classic aircraft fly-in.
- **April 18:** Ford V8 Auto Club Flee Market & Show (Fitchburg Municipal Airport - 8am - 2pm)
- **April 22:** Massachusetts Airport Management Association Quarterly Meeting (Mansfield Municipal Airport - 10am - 3pm)

Publication Deadlines

Send suggestions for stories to the editor:
katie.servis@state.ma.us

March 1 - March 31:
Send possible article ideas
April 5: Final submission of articles
April 15: Newsletter distribution

Commonwealth of Massachusetts



Hey there! MassDOT is using Twitter, Flickr, and the MassDOT blog to stay in touch. Find out what is happening at MassDOT by clicking on the links below or by typing the URL into your web browser:



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Published bimonthly

Massachusetts Department of Transportation
Aeronautics Division

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